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Applicants, preferably under 40 years of age, should send their applications together with a full curriculum vitae in first instance to MCS/Robertson & Scott, 18 Bridge Street, Aberdeen, AB1 2JJ by 20th January, 1978. Ref. MCSR 104.

£72,092 trip for Brettell

Continued from Page 1.

port on Monday when regular landings were resumed.

A prominent wholesaler said: "Every market has been empty; everyone wants some fish and, consequently, it has made big money. I would think that most people have cleared the fish they bought."

"We could have done with more."

Hull had a Monday distant water turnout of 5,423 kits from three trawlers. There was also a small amount of inshore fish brought from Bridlington.

High price

It was stated that the best of the Bridlington cod had made as high as £38 per kit — even small codling had realised about £24 per kit.

Top Hull distant water trip grossing of the day was made by Newington's C.S. Forester (Skipper David Taylor). She realised £54,458 for 2,372 kits caught in a 25 day trip to the White Sea grounds.

The catch included 1,710 kits of codstuffs which averaged £23.38 per kit.

BLT's *Ross Canaveral* (Sk. M. Redfern), also back from the White Sea, had been out for 27 days and realised £47,793 for 2,005 kits, including 235 kits of flatfish. The vessel's codstuffs averaged £24.11 per kit.

Marr's *Brucella* (Skipper R. Johnson) — the only arrival from the Icelandic coast — had been away 22 days and grossed £23,919 for 1048 kits. The codstuffs averaged £23.56 per kit.

MARKETS BOYCOTT

THE NEW Year has started on a very large note in the north-east Scotland. With the imposition of increased charges on charges most markets are boycotting fish at Aberdeen, Peterhead and Fraserburgh.

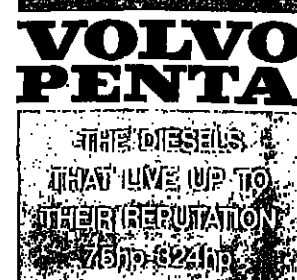
At Fraserburgh, only 2 boxes were landed on the day and Wednesday when buyers solidly backed out after one cancelled sale. A handful of 30 — 60ft. vessels undertook to ship the 30p charge to which buyers were objecting. It was done as a temporary measure in order to sell fish.

At Aberdeen, however, the continued only on a strength of a minority buyers who were prepared to accept the charge. It charges in question are for the handling of a plastic market box and for the seine net type box.

Fantastic lining

CORNWALL Fishermen's fleet at Falmouth has been doing "fantastic business" since it got away on Sunday after Christmas break.

On Sunday night, 70 of hook-and-line cod mackerel — most of it — were landed. This was bettered on Monday when 94 tons were landed. CFL manager, David Ling, said he thought "bonanza in Falmouth" was due to the strong west winds, which had kept the prevailing easterly.



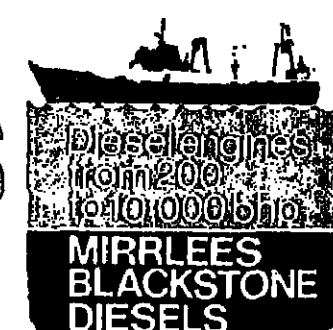
fishing news

January 16, 1978

No. 3259

Est. 1913

12p



HERRING BOARD ABANDONS 'SILVER LINING'

Trawling: £6m loss

FROM a small profit in 1974 deepsea trawlers in English ports nose-dived to a £5.9m loss last year.

This figure takes into account the £3.6m. received in aid from the Government and depreciation, but does not include interest on capital employed.

If interest was charged at 5 per cent, the British Trawlers' Federation says that the overall loss on the year would be more than £10m.

The rising oil bill is seen as

the biggest burden for the fleet to bear and, coupled with inflation, means that it costs £250,000 a year to send a trawler to sea. And this does not take into account depreciation and interest charges.

These figures were produced for the HTF by an independent firm of consultants and have been submitted to the Ministry of Agriculture, Fisheries and Food.

Boyd best

A BOYD Line company record was set on Monday when *Arctic Cavalier* grossed £84,187 for a 25-day White Sea trip.

Skipper W. (Paddy) Boyle landed a total of 2,905 kits, including 258 kits of haddock, and topped the firm's record of £55,838 set up a month ago by Skipper B. Hodgson in *Arctic Vandal*.

Only two distant water ships supplied Hull's Monday market — both owned by Boyd Line.

EEC job deal

OUR fishing industry took a step towards decasualisation last week when David Cairns, Humber-side's TGWU regional fisheries officer, visited EEC headquarters in Brussels for an exchange of ideas which could form the basis of a new deal for British fishermen.

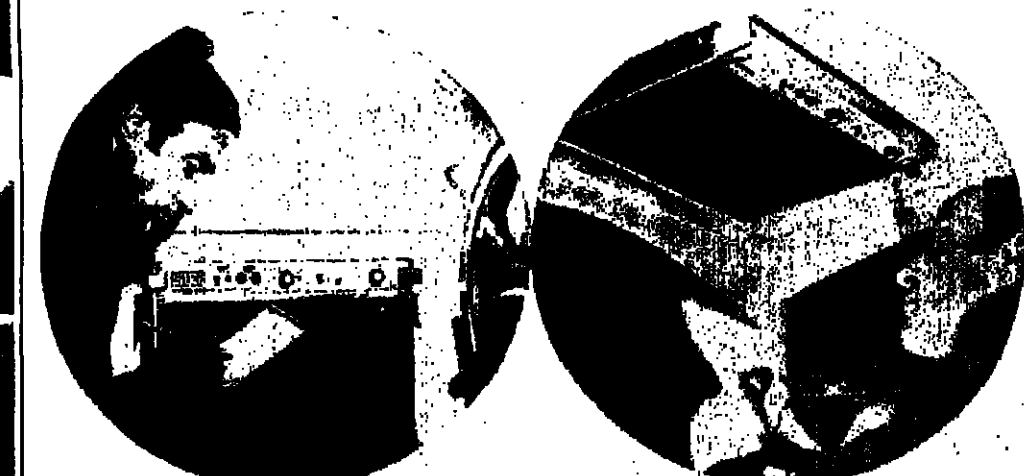
Although the talks were largely informal and exploratory, the TGWU study was very favourably received. Some of the proposals, including decasualisation, nationalisation and the extension of the Health and Safety at Work Act to trawlermen, may go forward to EEC committees for ratification.

Next time you want to put to sea, will you be allowed to?

All UK fishing vessels over 40 feet must be fitted with a type approved 2182 kHz watch receiver from 1 January 1978 by mandatory regulation — and the receiver must be in full working order at all times.

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SOUTH-WEST MACKEREL TALKS

Guide prices

THE COMMON guide prices for 1975 for the 12 species of wet and chilled sea fish covered by the EEC market intervention arrangements have been agreed.

Certain changes have been agreed in the grouping of grades related to the different withdrawal price level, and an additional price level has been added in some cases.

There have also been changes from some species in the basis of the calculation of the withdrawal price from the guide price. The changes primarily affect herring, cod, saithe, haddock, whiting, mackerel and shrimps.

In the regional withdrawal

price zones, a regional zone has been introduced for hake, the two zones for herring have been redefined and the mackerel zone has been redefined as two zones. The zones for whiting and Atlantic sardines remain unchanged.

The Intervention Board for Agricultural Produce will, in due course, be issuing amendments to its leaflet MS/FISH/1 setting out consequential amounts of compensation payable for withdrawn fish during 1978.

A list of the new guide and withdrawal prices will be published in *Fishing News* next week.

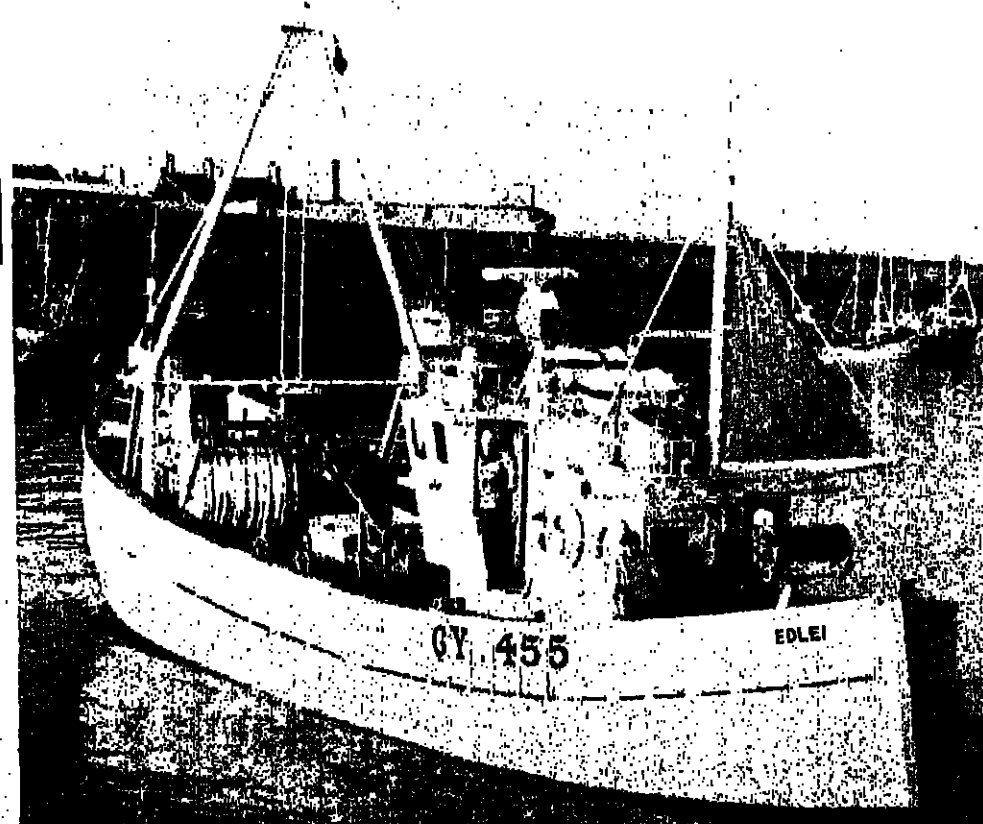
EDLEI JOINS FLEET

Grimsby's latest new sloop *Edlei* sailed down from her Scottish builders yard to the port late last month. She sails on her maiden trip this month. The 66-footer is owned by Skipper Lelf Gravesen who previously operated *Alatna*. Both these sailers were built by the Herd and Mackenzie yard. Skipper Gravesen said: "I am very pleased with her and the way she handles. The standard of workmanship is fantastic."

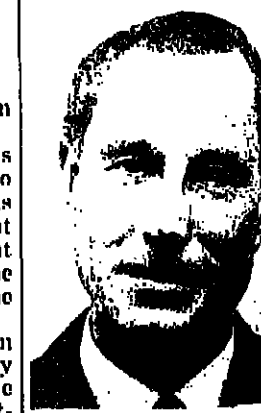
CLAIMS

ALL CLAIMS under the White Fish and Herring Subsidies Scheme covering the period October 1 to December 31, 1977, must be submitted as early as possible, says the Ministry. Claims received after January 31 will normally be disallowed.

ROBSON'S Boat Builders and Robsons (Lifeboat Skates) Ltd. have joined together to form one company. The new company will be known as Robsons Boat Builders Ltd. and will be based at Templetown, South Shields, Tyne and Wear, NE33 6SD.



Honours



RX-COD WAR skipper Lt-Commander George J. Y. Thorpe (above), Inspector of Fisheries, the Eastern District, made a MBE in the New Year Honours.

He has been stationed Lowestoft since 1981 and formerly served at the Ministry of Agriculture Fisheries and Food headquarters in London.

During the last world war he served with the Navy, commanding the vessels in the Atlantic and later, tank landing craft.

In the cod war of 1977, Comdr. Thorpe was in command of the supply *Othello*, and a stand-out of the following year.

Ian Stuart, president of Scottish Fishermen's Federation, who becomes a CBE for many years taken an active interest in the affairs of Scottish west coast fishermen.

Although not a fisherman — he is a solicitor — he is a solicitor in Campbelltown. In 1977 he was the chief mover in setting up the federation and its first president, a post he held for three years.

Pursers on mackerel

SCOTLAND'S latest pursuer, the 99ft. *Buckle* — registered *Gallie Rose*, put in her maiden trip off Cornwall last week.

With Skipper D. Andrews from Maidens, Scotland, in command, she landed 115-tons of mackerel at Newlyn.

A sister-ship, *Gallie May*, is now fitting out at Dieppe, France, and a spokesman for the owners said on Tuesday that it had not yet been decided where she would fish.

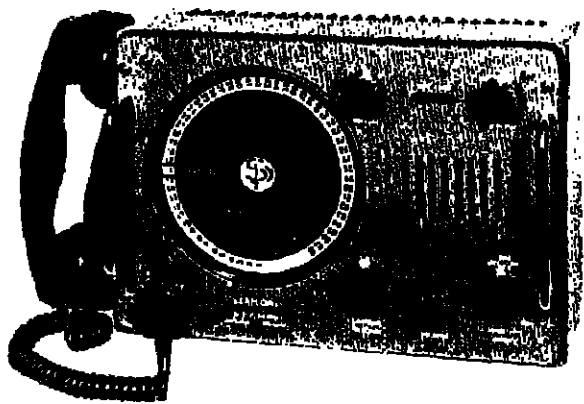
For some months now another Scottish-registered pursuer, *Quo Vadis*, has been working on mackerel out of Plymouth, Devon. Rumours that Scotland's biggest



Continued on page 4

Mackerel from the 135ft. *Quo Vadis* being boxed.

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Tel: Dyce 2884.

Iceland rattled as catch rise

DISTANT water trawler owners believe Britain is winning the cod war with Iceland.

They point to Iceland's failure to sustain any form of real pressure on the fishing fleets because of the presence of Royal Naval frigates and defence vessels.

They say catches are good considering the weather, and frustrated Icelandic attempts by gunboats to involve the

frigates in incidents are evidence that the present British tactics have Iceland rattled.

This impression is underlined by the latest figures for British catches off Iceland. In the period November 13 to December 27 last year, some 10,812 tons were caught compared with 8,370 tons the previous year.

Quite clearly there is general relief that warping seems to have been con-

siderably reduced — a whole week has elapsed without a major incident involving a trawler.

Praise, as always, for the protection vessels was lavished after a week during which they hit the headlines on three separate occasions following direct frigate-gunboat confrontations.

There were two incidents on Wednesday, January 7, when the gunboat Thor and the frigate HMS Andromeda

collided about 35 miles off Bjarnar.

British sources claim Thor was about to attempt a wrap cutting run on the trawler Portia. Andromeda was steaming a starboard course between the vessels when Thor was violently to starboard and rammed Andromeda by port quarter, leaving a dent in her hull.

Thor had a much bigger dent in her starboard including some ripped plating and almost immediately caused the British vessel attempting to ram her.

She later retired, Seydisfjörður where temporary repairs were carried out, so that she was back the fray by the following day.

Following this incident British Ambassador to Iceland, Kenneth East, instructed to make a formal protest to the Icelandic Government and to emphasise that the attack on Andromeda "was carried out without regard for human or the basic rules of navigation at sea."

Also on January 7, frigate HMS Naiad and Icelandic flag ship narrowly missed each other only hours after the ship arrived off Iceland. British sources believe the incidents were set up by boats were carrying television film teams. Iceland hoped to cash in on propaganda exercise.

On January 9 Thor again the centre of the act this time with the HMS Leander some 30 miles east of Iceland. According to British sources Thor was involved in a series of manoeuvres with the frigate lasting for one hour.

Neither vessel was damaged, although it was the British vessel which sustained bow damage; the helicopter pad on which took another batter.

Aegir also made a rather unsuccessful run at the trawlers, but was thwarted by the frigate HMS Bacchus and the tug Lloydsman.

Quite definitely the Icelandic diplomatic relations with Iceland hangs on a thread.

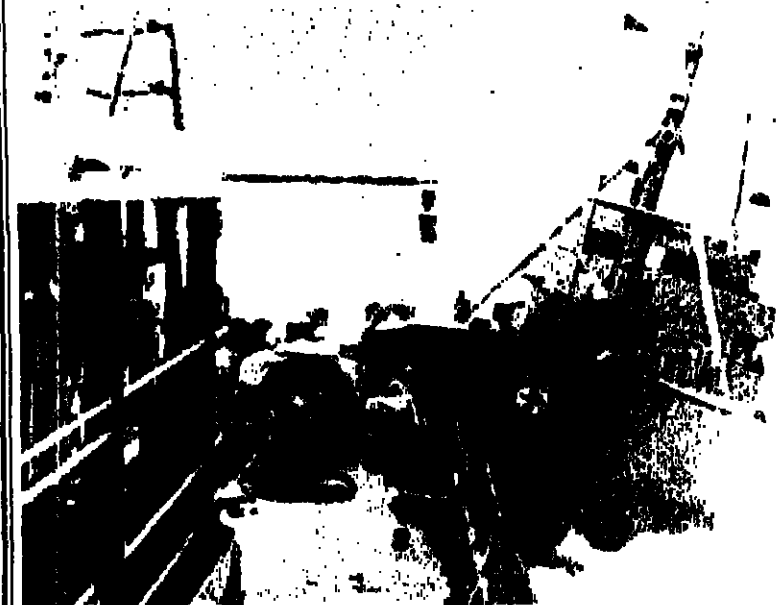
Gunboat skippers 'casual'

NAVY Minister, Mr. Judd, last week told Icelandic claims that Navy frigates had instructions to ram Icelandic gunboats.

Mr. Judd described the accusations as "unfounded" and emphasised that determination not to allow the situation by dangerous manoeuvres.

"The last thing any warship would do is to ram another ship," he said, "that warship as a vessel of war should know that to do so is hazardous to the ship and the lives of the crew."

Mr. Judd said the recent frigate-gunboat collisions were "a serious situation" and that the Minister was "not what he termed a 'casual' approach" by some skippers.



The moment when Thor (right), said to be on a course to cut Portia's warps, violently altered course and rammed Andromeda. Thor ended up with the larger dent.

COMMENT

TRADE EXHIBITIONS are usually a fair indication of the state of an industry. With the present depressed atmosphere in fishing, many people are beginning to wonder how it has come about that there are two shows lined up for Scotland this year.

Even in better days, a national show every other year was all that could be managed. Yet, now, we have two exhibitions going ahead in one region — at Aberdeen and Ayr.

How has this situation come about?

Late last year, it was understood that Commercial Exhibitions and Publications had decided not to stage the Scottish National Fisheries Exhibition, which had established a large following since it started in 1970.

After the successful Catch '75 show in Devon last year, Eagle Exhibitions decided to fill what appeared to be an exhibition void in Scotland by putting on a show at Aberdeen. Commercial Exhibitions followed up by announcing an exhibition at Ayr.

With the majority of firms supplying gear and services to fishing now operating on a limited budget, they are being forced into a decision of whether to go west to Ayr or east to Aberdeen. Although Ayr is not a major fishing centre, the organisers of this show are hoping to attract fishermen from across the Irish Sea and exhibitors will be looking to cash-in on one of the few buoyant markets left in fishing. Whether the Scottish west coast herring fishermen will lay up their boats and miss their nightly quota limit remains to be seen.

With the majority of west coast herring skippers living on the north-east coast, weekend visits to Ayr will be out, as this is the time they head home for a break.

Strong backing for the Aberdeen show is being given by the fishermen's organisations. The conference being staged in conjunction with this exhibition will provide a good opportunity for fishermen to air their views and, at the same time, bring home the importance of fishing to Aberdeen — a fact which has tended to be submerged by the arrival of the oil industry.

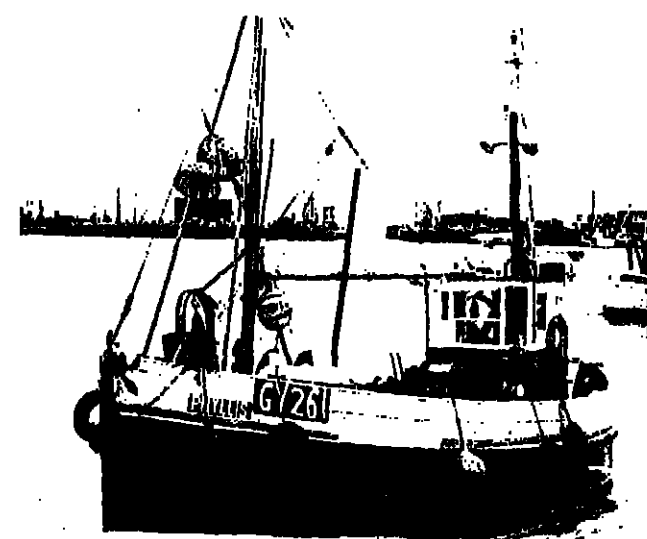
Adding further confusion to this mixed up exhibition situation is the role of the White Fish Authority and Herring Industry Board. These organisations should be more aware than anybody that it was not the right time to be staging two shows and they could have made this quite clear by sponsoring only one.

MYSTERY surrounds the sinking in Grimsby fish docks of the 40 ft. Inshore boat *Phyllis* last week. The vessel had returned from a trip and was moored up overnight by an old coal hoist jetty, at the east end of the Number 3 fish dock, near to another group of inshore.

The following morning, however, she was at the bottom of the dock (right) with only her two masts showing above the water. Nobody seemed to know what had happened.

Phyllis, built at Hamble in 1948, was in a good state of repair. On the night the incident occurred there were strong gales gusting across the dock and, one theory put forward, is that she was swamped after acting as a breakwater to the waves.

A second school of thought believes she may have been struck by another vessel, but a spokesman for her agent, George B. Bee Ltd., told *Fishing News* they would not know why she sank until after she had been raised — even then it may prove difficult to establish the facts.



The 40 ft. *Phyllis* before her mystery sinking.

Car-a-year fishermen 'in trouble'

"IT WAS" not so long ago that Shetland fishermen were throwing out last year's model of deep freeze and car and buying new ones," Mr. James C. Irvine told a recent Shetland Islands Council meeting.

"Some of them have squandered more than members of this council ever had," he said.

Shetland Fishermen's Association had asked the council for financial aid to help at this time of crisis in the industry.

At a committee meeting it was recommended that the council's officials should prepare a scheme where money from the revenue to Shetland Islands Council from North Sea oil developments could be made available.

The recommendation also stated that the scheme should be presented to fishermen by the council officials.

Mr. Irvine said he appreciated that the fishing industry is in a bad way at present, and he did not suggest that aid should not be given. But he said, the full Shetland Islands Council should be given an opportunity to discuss any scheme for aid before it went to fishermen.

The council agreed that any proposals will come before them before being forwarded to Shetland Fishermen's Association.

A SKIPPER who faced seven charges of having underpaid haddock aboard the cable Ambler has been fined £35; with costs the offence cost Redcar fisherman, Ernest Bennett, a total of £105. He now skippers Royal Sovereign.

Back on herring

WITH the Norwegian klon-dyker *Arnes* returning to Lerwick harbour this week, two local purse seiners have started fishing Shetland herring again. They are *Serene* and *Antares*, both Whalesy boats.

The third Whalesy purse fishing for herring up to the Christmas break was *Azalea*, which is now collecting purse-sprat gear from Norway.

Eagle nears trip record

THE trawler *Pictou Sea Eagle* came close to Milford's trip record when she grossed £6,428 last week.

Skipper Jim Brodie had brought the vessel back from the Irish Sea grounds after only 10 days with 170 kits, including 30 kits of cod, 10 of whiting, 80 of roker, two of turbot and brill and three of sole.

Earlier in the week there were good grossings for *Pictou Sea Lion* and *Rosevear*. *Sea Lion* landed 125 kits for £4,173, while *Rosevear* made £4,376 from 132 kits.

Between them the vessels landed five kits of haddock, 90 of cod, 10 of whiting, 120 of roker, 15 of turbot and brill and five of pence. The only other grossing note was that of *Norrad Star*. She made £2,569 from 72 kits.

There have been moves at the port over the loss of operating subsidy. Albert Davies, secretary of the Milford Haven Trawler Owners' Association, said: "We are hoping that something similar can be introduced to help us this year. Costs are such that we can ill afford to lose this aid."

"We are in touch with our local MP and are hoping to make strong representations for the restoration of the subsidy, or of a similar arrangement for aid. It may be that we will join with other ports throughout the country to make representations."

"We cannot hope for preferential treatment. This is a matter of general importance."

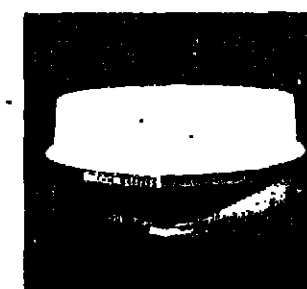
Although grossings at the port have been high in recent months, costs have already taken their toll of the fleet.



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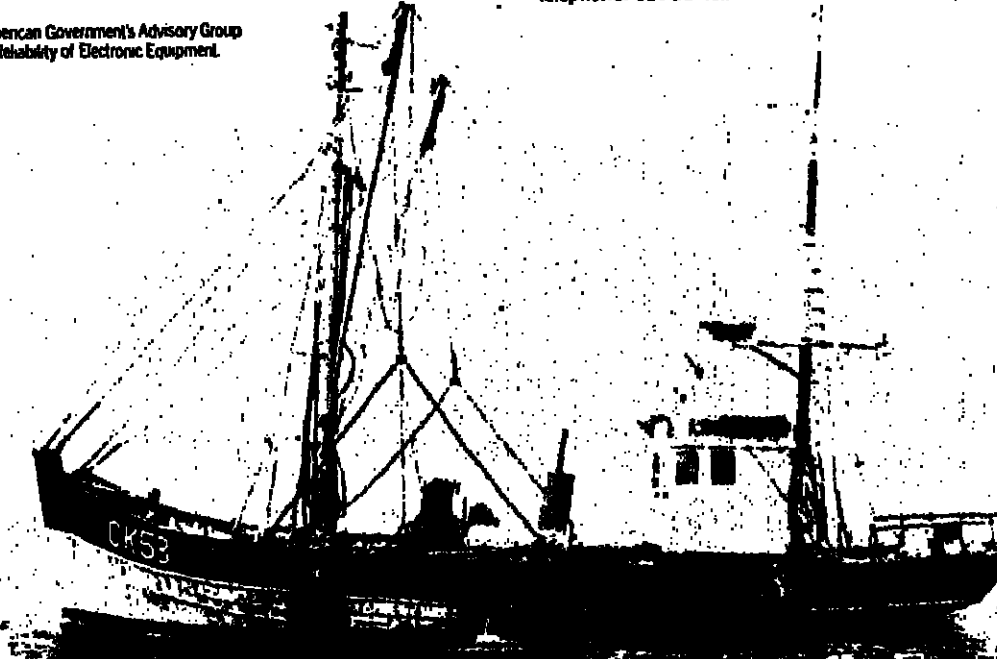
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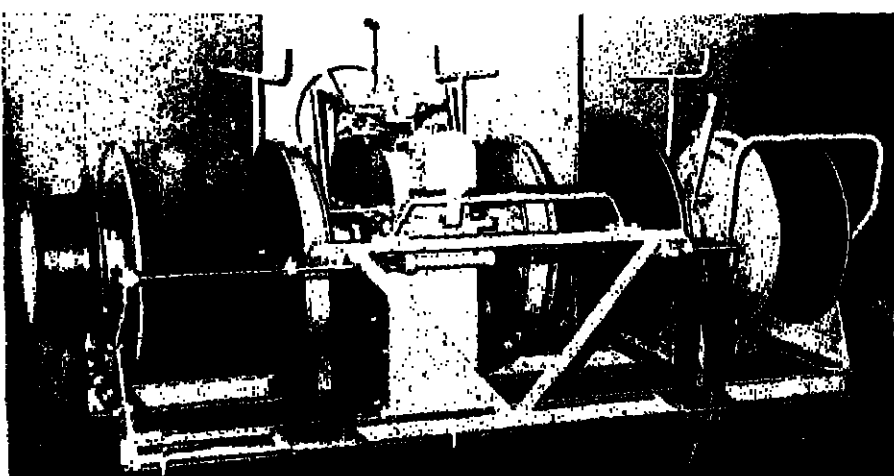
*The American Government's Advisory Group on the Reliability of Electronic Equipment.



The Skagen-based Company of 'ANDERSEN & SØRRIG' are to offer their comprehensive range of hydraulic deck equipment to the Scottish Fishing Industry following the recently concluded franchise agreement with the fast-developing Fraserburgh marine and general engineering Company of MAY & BRUCE LTD.

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Their standard product range covers trawl/seine winches and netdrums to suit vessels to 300 tons, with considerable variation possible to suit the individual requirements of their clients, as well as a range of 'multiple off-take drives' for engine front mounting. The photograph reproduced below shows an example of their range of trawl winches.



Whilst rarely required, the value of the availability of after-sales service is well appreciated by A & S, and May & Bruce Ltd. with considerable experience of the installation, service and repair of this type of equipment can be assured of fulfilling this requirement.

Any enquiries regarding A & S products can be directed to May & Bruce Ltd, Harbour Road, Fraserburgh. Tel. Fraserburgh 2143.

PURERS

From Page One

The 135ft. *Chris Andra*, was coming south when it was denied in Fraserburgh this week.

The Tait family, owners of *Chris Andra*, told *Fishing News* that the vessel is preparing for sprat fishing off Shields.

Even so "Willie" Tait, skipper of *Challenge* and part-owner of *Chris Andra*, was not amused by the hostility of the English.

"What I object strongly to," said Mr. Tait, "is their attitude."

He explained: "I read in *Fishing News* something about the Russian, French, Belgian and Scottish boats coming onto the mackerel."

This seems to class us, the Scottish fleet, as foreigners, I thought we were all British. "Anyway, what's so alarming about *Chris Andra* going there? They say the Russians have been taking 200,000 tons a year."

Sophisticated Scottish trawlers, manned by expert fishermen, gave the Cornish "a visual indication" of the potential of mid-water trawling, says Brundand S. Tonkin, Cornwall's chief fisheries officer, in his quarterly report, published on Wednesday.

Referring to the Scots "invasion", Mr. Tonkin says there were eight trawlers in the area as well as the Cornish and Devon fleet.

Latest from Lewis yard: BIG CORNISH PELAGIC BOAT

ONE OF Cornwall's top skippers has taken delivery of a new 86ft. vessel. The steel trawler and great line boat *Dew-Genen-Ny* has been built by Aberdeen's John Lewis yard for Skipper Michael Hoskins of Porthleven.

She will be based at Newlyn or Falmouth, and is

the first big boat in that area to be built for single boat pelagic trawling for mackerel and pilchards.

Her nets have been designed and made by the Dutch firm of Apeldoorn.

Main engine of *Dew-Genen-Ny* is a Mirreless Blackstone diesel of 636hp driving a fixed pitch propeller in a Kort nozzle.

Her gear handling machinery includes Jensen trawl winch, Robertson net drum, Rapp power block, MacTaggart Scott line hauler and Karmoy fish pump.

All the deck units are powered by a Lucas hydraulic pump driven from

a Volvo auxiliary engine.

Her Furuno fish finders, including sonar and net recorder, were supplied by Redifon.

The strength of the south-west mid-water fleet is growing. Now working out of Plymouth is *Braside* a former Scottish "sputnik" trawler, which has been converted for mid-water fishing by the Galmpton Shipyard.

She is now settling down to some good mackerel fishing under Skipper Peter Bartlett.

Also doing well, is John Day's *Pescosa II*, another former "sputnik", which was recently lengthened from 74 to 79 ft at the Bideford Shipyard.

OBITUARY

Skipper Nickerson

SUFFOLK skipper, Percy Nickerson, known as 'Minivor', died on Christmas Day aged 78.

In his sea-going career, which spanned 52 years, he sailed in drifters of the Westmacott fleet and the company sold out in 1932 he sailed with the Bloemendael fleet.

He was skipper of the drifter *Ocean Gain* and commanded drifter/trawler for the company. He was the crew of the last Yarmouth Prunier Trophy winner *Ocean Starlight*, in 1932.

During the war he held rank of Lt. Commander, and operated landing ship tanks.

Skipper Nickerson is survived by three sons and a daughter.

TAX TROUBLES HALT REDCAR COBLES

FISHERMEN at Redcar are no longer able to get their cobbles into the sea because of a tax problem. Fishing boats are now stuck in car parks and on the seafloor.

Since 1949 cobbles have been towed by tractors taxed on an agricultural basis of £6.65 per year. Now, fishermen will have to pay £144 as their tax should come under the heading of 'General Haulage Tractors'.

This was discovered when fisherman, Don Stockton, was fined £60 for towing his coble *Sarah Jane* after he collided with a parked car on the seafloor.



Miss Emily heading for the sea before tractor tax grounded her.

Defence solicitor, David Reed, told magistrates in Teesside that fishermen should get the same exemption as farmers because the lobster they land are, in fact, livestock.

Mr. Reed added: "Fishermen, like farmers, were helping to boost the nation's food intake. Places like Whitby have a harbour maintained at public expense and grants are made available to encourage men to go out and farm the sea."

There are over 90 boats operating from Redcar and the tax will also hit fishermen who operate between Berwick and the Humber.

A spokesman for Redcar fishermen said: "I have checked with the tax authorities and the position is even worse than we expected. For tractors over two tons, instead of paying our normal £6.65, we are now faced with a tax of £144."

The only coble to break the tax change so far is *Daisy Ellen*; she is operated by Skipper Jim Thompson.

On New Year's Eve morning, the coble was moved along the seafloor with a tractor to go to the aid of *John & Alan*, which had collided with an underwater obstruction. She was taking in water and

was taken in by the sea. The situation was brought up in the House of Commons last month, but could not be proceeded with whilst litigation was taking place.

Mr. J. Tinn MP is handling the case in Parliament and would like to hear from any fishermen who depend on tractors for their livelihood. Write to him at the House of Commons.

'BAD TRIP' ENDS WELL

IT WAS hardly a dull trip for the skipper and crew of the Fleetwood side trawler *Boston Explorer* on their last voyage over Christmas and the New Year.

When they got to Iceland they were hampered by constant bad weather which cut down fishing time. Eventually the vessel turned for home with 711 kits.

As they were steaming south they picked up a Mayday from the French stern trawler *Miss Cecilia*, which had grounded at Sulistaker.

They immediately headed for the vessel, but when they arrived on the scene they found the vessel had sunk and the crew were in a lifeboat with other ships in a better position to pick them up.

They were, in fact, trying to help a former Fleetwood trawler.

Miss Cecilia and her sister-ship, *Miss Trudel*, sailed for some time from the port under Irish ownership and manned by Spanish crews. Both were eventually

built specifically for use in fishing.

For over seventy years they've been tried and tested under the exceptionally severe conditions met by fishermen, conditions where diesels just have to be absolutely reliable, and where compactness, economy, ease of maintenance and long life are of great importance too.

As a result, it's hardly surprising that Kelvin are the natural choice - for both propulsion

US cable blamed for loss of fish

AN UNDERSEA cable running out into St. Bride's Bay, Pembrokeshire, from the United States oceanographic base at Brawdy is suspected of causing a drop in fish catches by local inshore fishermen.

The cable, referred to as "a spy cable", has caused fears among fishermen that any shock waves from it could possibly drive fish away.

Jim Max, a Little Haven inshore fisherman, said it had been the worst winter's fishing he could remember in 50 years. He said: "Obviously something is causing it and it certainly could be the American cable."

He added that, in previous years, catches had been as high as 140 stone a day, but this year the most they have caught had been six fish.

He said: "It seems to be a complete waste of time at the moment. It could even be the weather or boats off the southern coast wiping out stocks. But there seems to be absolutely nothing out there in the bay during this winter".

They could not throw any light on the problem as they had no information available, said a United States Navy spokesman. Ministry of Agriculture, Fisheries and Food officials said they were unable to comment but, if there was a lot of anxiety, they would take up the matter.

MACDUFF SCHEME

THE announcement that the first phase of a multi-million-pound improvement scheme planned for Macduff harbour should be underway this summer has been coolly received by local fishermen.

Fishermen have put up a long fight for better conditions at their home port and with a pair winter fishing to contend with, Macduff skippers and crews say they

are content in simply "wait and see" what happens with this scheme.

Some £195,000 is to be spent on "essential works" and the scheme, agreed by the region's harbours sub-committee, should be underway by mid-year if final approval is given by Grampian Region and financial clearance is obtained from the Scottish Development Department.

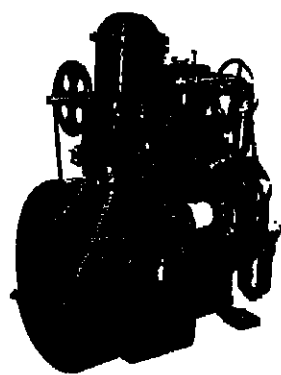
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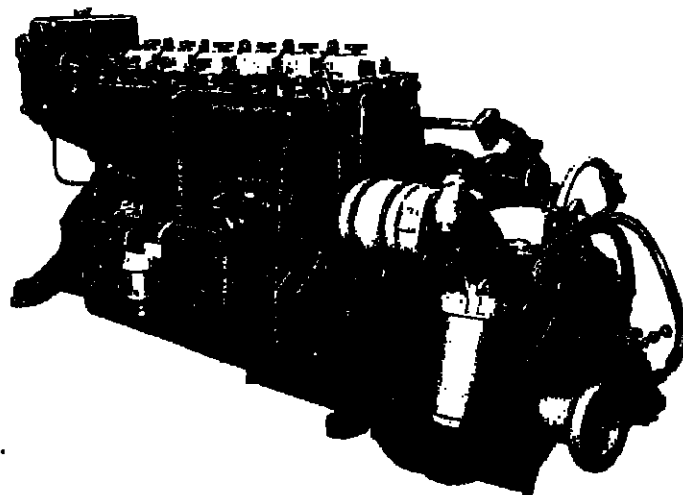
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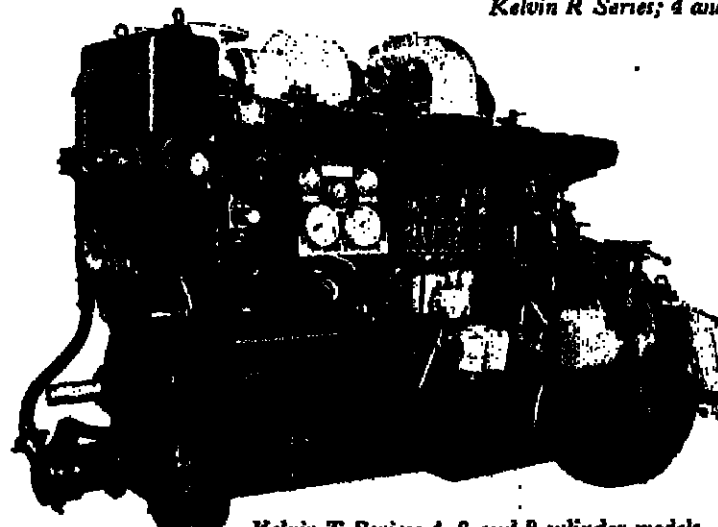
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GOOD START FOR 'JACINTA'

JACINTA, Fleetwood's top vessel of 1975, started the New Year in style last week when she returned from a trip split between the Iceland and Faroe grounds.

Skipper Bernard Birley, who took the vessel while skipper Bill Taylor had a break, brought the vessel back with 1,640 kits, in-

cluding 1,200 of cod and 150 of coley, which sold for £35,360.

Also in the money was the stern trawler *Boston Explorer* (skipper Bob Rawcliffe). This vessel landed 1,534 kits, mostly cod, which sold for £30,831. This was the vessel's highest grossing since completion and was described as "a fine trip" by her owners, Boston Deep Sea Fisheries.

On the same day, however, there was a different story for the side trawler *Elle Hewett*. She spent Christmas and New Year at sea on the White Sea grounds but was dogged by ill fortune and returned after 23 days with only 535 kits, including 100 of cod and 300 of plaice, which sold for £12,755.

Markets hit their peak early in the week when cod made

up to £38 a kit. Two vessels which took full advantage were the side trawlers *Boston Explorer* and *Wyre Gleaner*.

Boston Explorer (skipper Bill Anderson) made £17,005 from 711 kits, and *Wyre Gleaner* (skipper George Quinn) earned £13,125 from 715 kits.

In the near water section the outstanding grossing was by *David Wilson* (skipper John Banks). This vessel had 271 kits, including 50 of hake, 15 of cod, 20 of haddock, 70 of coley and 50 of dog, for a grossing of £8,765. The vessel's hake made up to more than £80 a kit.

On the same day *Resilience* (skipper Don Bailey) landed only 98 kits, including 15 of hake, 30 of cod, 10 of mixed and 25 of roker, but it sold for £3,174.

HUGH BROWN MEETS SFO

HUGH BROWN, Parliamentary Under-Secretary of State at the Scottish Office who is responsible for fisheries, has met 70 members of Scottish Fishermen's Organisation at a private meeting at Banff.

Many skippers felt that the meeting had simply been a public relations exercise with only vague promises forthcoming from Mr. Brown.

But when assurance was given by him, it was that a

determined effort would be made for "agreement in principle" at least at the Sea conference in May for a 200-mile British limit.

If no guarantee came out of the conference on the 200-mile principle, the Government would consider its position should it arise.

Mr. Brown, on the Common Fisheries Policy, promised that a reappraisal of terms of the controversial document would take place within six months.

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Gribble cause of harbour rot

ONE of four laboratories sent samples of wood from Bridlington harbour, which had been damaged by wood boring creatures, has been able to identify the culprit.

According to laboratories in Robin Hood's Bay the creature is the gribble - *Limnoria lignorum* - a common species of the isopod group.

The sample of plank sent to the North Yorkshire laboratory was more than two thirds eaten away.

Dr. John Gray, a senior member of the laboratory, said: "The gribble measures about a quarter, to a fifth of

an inch long, and tunnels through wood, leaving a cavity."

"On examining the samples of wood from Bridlington it was found that 60 to 70 per cent had been eaten away."

One theory is that the long hot summer of 1975 might have been a contributory factor to their appearance.

The creatures have been responsible for thousands of pounds worth of damage to boats and wooden structures in Bridlington harbour.

The harbour commissioners are now waiting for reports from other laboratories before making any recommendations.

BOAT BUILDING TIMBERS

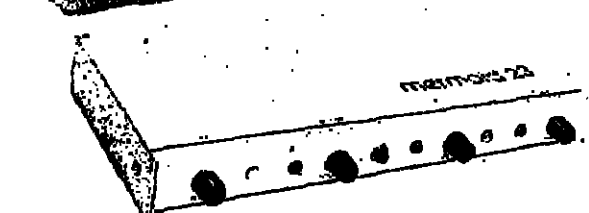
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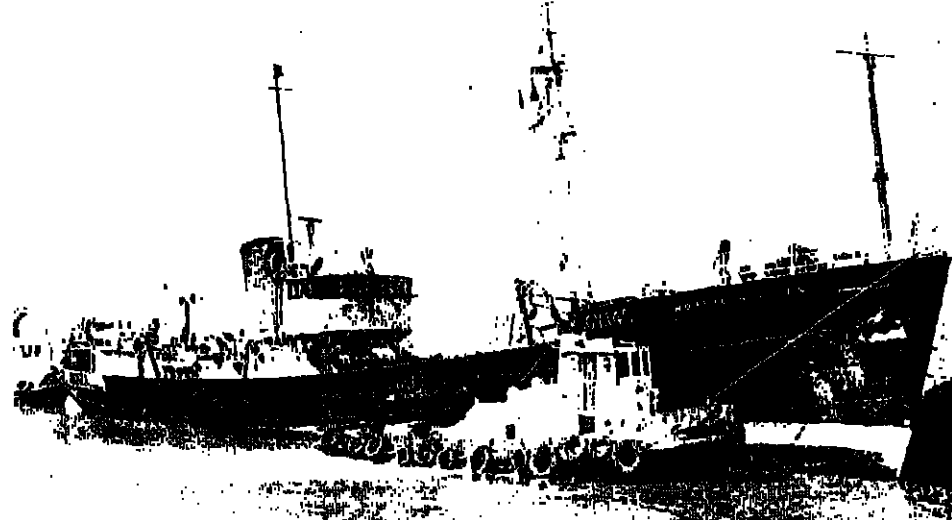
Northern Isles on last trip

THE FORMER BUT
steam trawler *Northern
Isles* (right) left Grimsby
early on January 8 for
Sunderland where she is
to be broken up.

The 682-ton steamer, built
at Selby in 1950, was taken
out of service nearly a year
ago and was subsequently
sold for scrap to the
Rotherham firm of Kison
Vickers Ltd., together with
four other BUT steamers.

She has been on the verge
of leaving Grimsby for the
last time on a number of
occasions, but last minute
hitches held up her departure.

Northern Isles is the first of
the five vessels sold by BUT
for scrap to actually reach a
breakers yard. She was towed
to the Hudson Dock,
Sunderland, by the Newcastle
ferry *Ironside* for Stanley
Ferry Dismantlers Ltd. of
Wakefield which is arranging
the breaking up.



GALES HEM IN SEINER FLEETS

UNPREDICTABLE weather in the North Sea — fine
one day and raked by gales the next — has kept early
seiner sailings down to a minimum at Grimsby. It was
not until the weekend that a trickle of vessels began
sailing with two Allard Hewson seiners, *Beverley* and
Anne Scott, leading the way.

Providing the weather does
not deteriorate again,
Grimsby's six seiner agencies
will all put vessels to sea this
week for, without the attraction
of spratting, there are far
more seiners waiting to get
away than at this stage in recent years.

Meanwhile, Grimsby's
small spratting fleet of in-
shore trawlers and pair
vessels continue to run in and
out of Shields. Not a single
sprat had been landed at
Grimsby for fish meal up to
last weekend since before
Christmas. However, the in-
shore trawler *Jilanon* (Skipper Robert Zeebroek) is
attempting to resurrect the
old 'fresher' trade and fish
are being offered to the trade
by Grimsby merchants E. A.
Bates.

Director Tom Rudland told
Fishing News they were
hoping the move would be
successful as things were so
'diabolical' just now on the
merchandising side. They were
looking for new ways to help
pay the wages of the firm's.

Added Mr. Rudland: "We
don't want to be missing out
on anything at this time of the

year when things are bad, so
we decided to look to sprats.
"Twenty years ago we used
to sell quite a lot of fresh
sprats during the winter from
Grimsby, but gradually the
trade died off as the boats
stopped going for the fresher.
"Now it's all a question of
building up the trade again."
This may not be such a
major problem as those
delicious little fish, known as
whitebait and eaten in the
most exclusive restaurants,
are nothing more than a mixture
of young herrings and
sprats, rather less than one
year old.

Short trip

CREW TROUBLE
resulted in a broken trip
for the Fleetwood middle-
water trawler *Wyre
Defence* last week.

The vessel left port on
December 27, but returned
with just 126 kits having
made only a few hauls off the
west of Scotland grounds.

Later a spokesman for
police at Lochmaddy, North
Uist, said four men from the
trawler had been cited to
appear before Lochmaddy
Sheriff's Court in March.

Wyre Defence is owned by
Wyre Trawlers Ltd. and has
126 kits sold for £2,984.

£15,000 for bass catch

THE MID-WATER
trawler *Spaven Mor* —
working with two other
boats — set a team record
at Newlyn on Tuesday
when she brought in
1,880 stone of bass which
made over £15,000.

Spaven Mor is owned by
Ronnie Henkin and Ian Down-
ing. She caught the bass in
Falmouth Bay while out look-
ing for mackerel. Just before
Christmas she had similar
good fortune when she landed
893 stone of bass caught in
the Mounts Bay area.

The proceeds of both
catches have been shared
with the other members of the
team: Bobby Jewell's
Galilean and David
Stephen's *Rose of Sharon*.

Both boats were landing off to
Cornish Fishermen Ltd. of
Falmouth.

Record year at Newlyn

1975 was a record-breaking
year for Newlyn, now the top
port in the south-west. The
value of fish sold on the
market was £1,467,088. This
total value exceeds any other
port in the south west and is
even above the trawler port of
Milford Haven.

It was emphasised this
week by Charles Le Grier,
chairman of Newlyn Harbour
Commissioners, that with the
construction of the new jetty
at the harbour this total could
increase even further.

Safety checks extensive

SIR, The article 'Safety at
Sea' in the *January 2,
1976* issue of *Fishing News*
leads me to comment that
anyone taking a walk
always enjoys it far
better if well informed,
and knows what to look
for and appreciate.

Even walking around a fish
dock has its disadvantages if
the person concerned is ill
informed.

Your correspondent Dag
Pike leaves me in certain
difficulty by not naming the
port concerned. Therefore,
my comments must be associated
with trawlers insured by the
U.K. Trawlers Mutual In-
surance Co. Ltd., particularly
in the ports of Fleetwood,
Grimsby and Hull.

In 1957 the Insurance
Company became aware of
the need for the maintenance,
testing and standardisation of
all lifting gear; these stan-
dards were determined and
included in the company
rules. These standards were
based on the Factories Act
Lifting Gear Regulations and
all gear manufactured to
British Standard
specifications.

This means that all lifting

LETTERS

gear is tested before being
issued for service and a test
certificate issued. The gear is
then visually examined
between each trip and, if
repairs are required, the gear
is then re-tested.

In any case, all gear is
removed from the vessel at
the periods laid down in the
standards and repaired and
annealed if required and re-
tested.

Spares of all lifting gear are
carried by every vessel, as it
is in no one's interest to have
gear failures. The company
safety officer inspects spot
checks periodically of lifting
equipment.

Over the years the number
of accidents resulting from
gear failures has steadily
declined and, in fact, ac-
cidents of this kind are
minimal and are not one of
our immediate accident
prevention problems.

It seems strange that Mr.
Pike could only find a
photograph of a lifebuoy of
foreign manufacture and not

readily acceptable by the
Department of Trade.

These items are examined
annually by the Insurance
Company's surveyors and bi-
annually by the DoT sur-
veyors and, because
deterioration on lifebuoys is
very rare and always slow,
defective lifebuoys are almost
non-existent.

Regarding lifejackets, Mr.
Pike again expresses his lack
of knowledge. There are
many different types of life-
jackets approved by the
Department of Trade, in ad-
dition to the standard jacket,
but all types produced con-
form to the requirement of
the SOLAS convention as far
as it is practicable to do so.
To comply with these re-
quirements without resorting
to inflation requires the
jackets to be bulky.

Inflatable lifejackets com-
plying with the DoT and
SOLAS requirements are
available and, if used ex-
clusively on fishing vessels,
standard jackets are not re-
quired to be carried ad-
ditionally. Where fishermen
are exposed to extra risks of
being knocked or dragged
overboard, small inflatable

jackets are provided, but as
these jackets do not satisfy
the convention, they are
carried additionally to the ap-
proved outfit.

As Mr. Pike points out, the
approved inflatable jacket is
very, very expensive, it can-
not be tested properly at
lifeboat drills and is subject
to rapid deterioration if not
carefully looked after.

With regard to fire-fighting
equipment, this is examined
by the mate and chief
engineer each trip. Where fire
detection and sprinkler
systems are fitted, these are
tested weekly. A special form
has been devised for the
recording of equipment
made by vessels officers.
These are landed on return to
port and action taken by
management to rectify
defects, if any.

All fire equipment is sur-
veyed annually by our sur-
veyors and bi-annually by the
DoT. The fire officer carries
out random checks and in-
spections on all vessels.
R. Utley and F. T. Morris,
U.K. Trawlers Mutual
Insurance Co. Ltd., Hull

Owners

BORD Iascaigh Mhara
(BIM) is to end its con-
ditions under Loan and
Hire Purchase Agree-
ments where
owners had to insure
their vessels through the
Board.

From February 20, the
renewal date of the Board's
fleet policy, owners can
arrange their own marine in-
surance. The Board has
retained a number of
provisions:

It will stipulate the value
and risks which must be in-
sured; have its interest en-
dorsed on the policy, of which
it must get a copy.

Irish PO to start EEC fish scheme

THE FIRST EEC fish price support scheme
in Southern Ireland is expected to be in
operation by the beginning of February.
The Irish Fish Producers' Organisation,
which was formed last October, will be
operating the scheme.

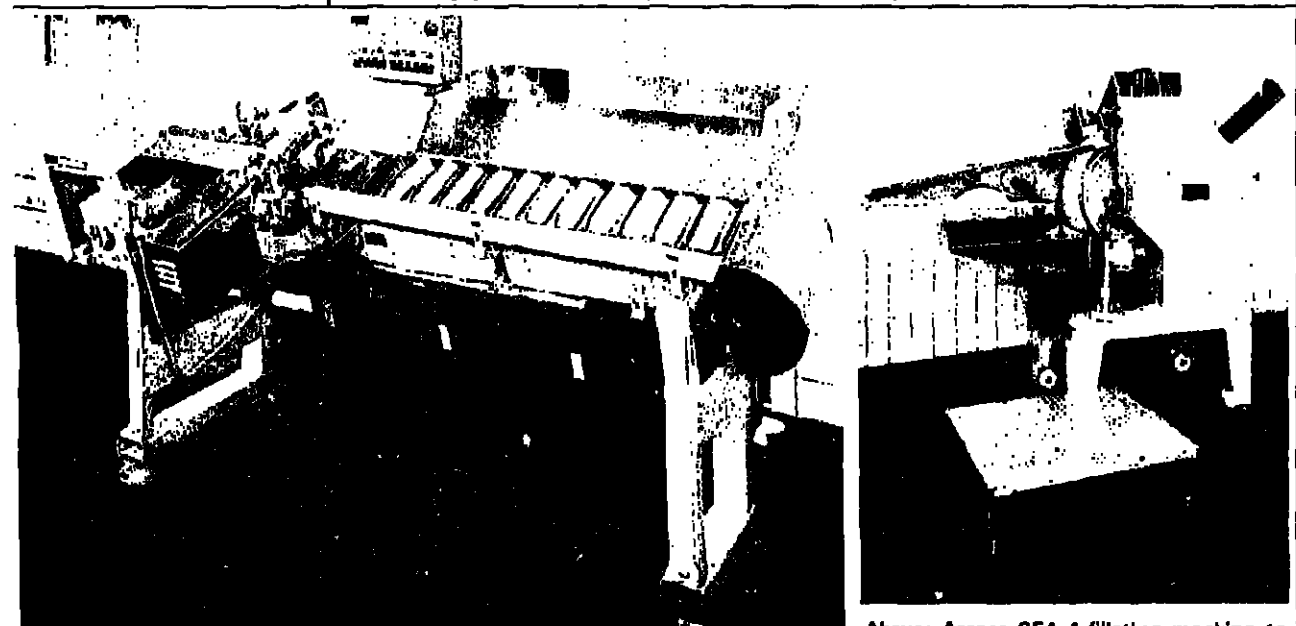
With Skipper Tom Langtry from Cork as
chairman, the PO is now sorting out the
last details prior to becoming operational.

Final arrangements were approved by
the committee just before Christmas and,
according to *Irish Skipper*, meetings are
now taking place with co-operatives and

merchants to get marketing arrangements
set up.

Fish processing in Ireland is due to get
a boost from EEC grants. Aid has been
offered from the FEOGA fund totalling
£183,582.

The money will be used for the erection
of two fish processing plants, one at
Rosaveal, County Galway, and the other
at Dungloe, County Donegal. Some of the
money will also be used for a plant to
produce beef and fish antiseptics at Fethard,
County Tipperary.



Above: Arenco's CIV deheading unit for small white fish, as incorporated into the Swedish firm's 3500 white fish line.

WHITE FISH LINE FROM SWEDEN

THE recently-introduced Arenco 3500 white fish
line gives processors a system which can convert had-
dock and whiting in the size range 10in. to 18in., and
codling from 10in. to 16in., into high quality products
with little wastage.

The Swedish-made line in-
corporates a new filleting
machine — the SFA-4 —
which is manually fed with
ready gutted and deheaded
fish from a belt infed system
at rates of 50 to 60 fish per
minute. The fish are held by
the tail and taken past three
sets of knives.

The first set separates the
fillets from the main bone,
cutting the pin bones which
are left in the belly flap. The
second set of knives are con-
trolled by an electronic
measuring system and cut
away the belly flap area, with
the minimum of wastage, ac-
cording to the length of the
fish. The final set of knives
separate the fillet from the
skin.

The skin and frame, still
attached at the tail, leave the
machine via an offal chute
and can be transported to a
bone separator for recovery of
mince from the frame.

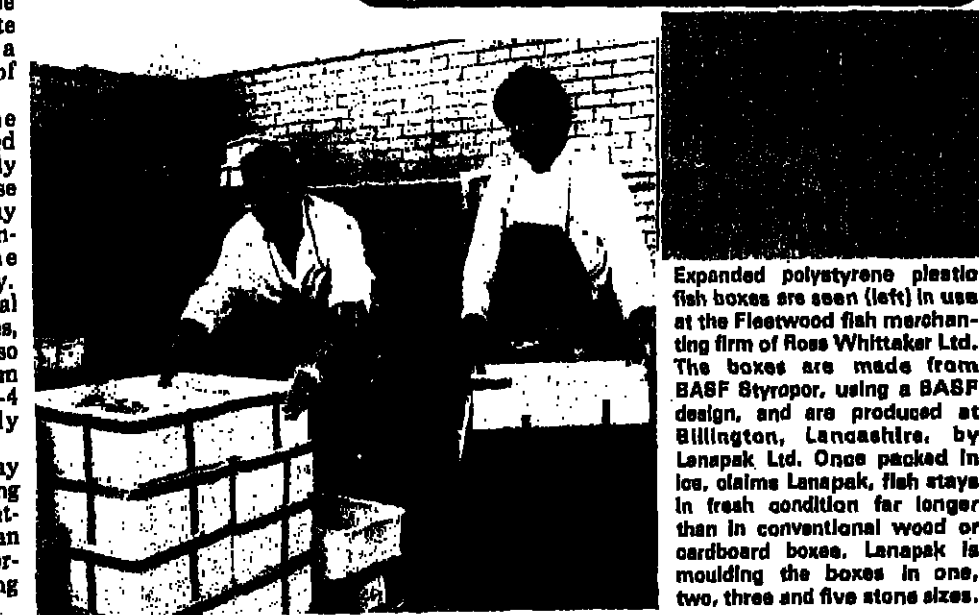
The fillets leave the
machine on two perforated
plastic belts and the belly
flaps are collected at the base
of the machine. They may
also be transported by con-
veyor belts to a bone
separator for paste recovery.
If required conventional
single fillets with pin bones,
with or without skin, can also
be produced by a minimum
of alterations in the SFA-4
machine. Also, butterfly
fillets can be produced.

Various heading units may
be incorporated. When using
guttled fish the CIV head cut-
ting unit, which performs an
angled head cut and incor-
porates a head measuring
system, can be used.



Seen aboard a vessel at the London Boat Show, which ended on Sunday, is the Decca 110 radar. The unit has a 36 nautical mile range — target height permitting — due largely to its 4ft. scanner. The radar is now appearing aboard fishing vessels — but this particular operator isn't!

Product News



Expanded polystyrene plastic
fish boxes are seen (left) in use
at the Fleetwood fish mar-
chandising firm of Ross Whitaker Ltd.
The boxes are made from
BASF Styropor, using a BASF
design, and are produced at
Billington, Lancashire, by
Lanapak Ltd. Once packed in
ice, claims Lanapak, fish stays
in fresh condition far longer
than in conventional wood or
cardboard boxes. Lanapak is
moulding the boxes in one,
two, three and five stone sizes.

GRP

You've read the
opinions of the experts
— but what does
the fisherman think...

Clifton House
Hill Street
New Quay Dyfed

25/10/75

Dear Sirs

Due to the reaction in 'Fishing News' of late regarding your article
about GRP hulls, I thought I should drop you a line as I am very
interested in this subject.

I am a very proud owner of one of your hulls — namely the
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I would just like to say that I am delighted with the quality and
finish of my hull and her handling characteristics at sea. Both
whether running light or loaded, she leaves very little to be desired.
Her sea keeping qualities are excellent. I have had her now for a
full 12 months solid fishing, she shows no signs of any wear at all,
only the usual occasional scratch which is nothing.

She has fished the tail end of last year's lobster season and the
full trawling season last winter, and this summer, the full mackerel
and lobster season and is now trawling again for the winter.

I have yet to meet anyone who does not like her and my list of
visitors to view her is endless. Including visitors from as far as
Iceland and Hong Kong.

Because of her layout she is most easily adaptable to all my fishing
needs and she works hard every day and earns her money well.

In my mind, she is the finest hull in her class produced in this
country, and answer 'yes' with pride when someone asks 'is this
a Tyler hull?'

I would recommend anyone to buy your hull and also to have it
fitted out by the Cardiff Boat Building Co. Ltd. as she is a credit
to them, as they fitted out the hull, as well as yourselves.

Yours sincerely

Proud owner of "WAKEFUL" "FD 294"

Peter L. Evans

Peter L. Evans

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Northern Isles on last trip

THE FORMER BUT
steam trawler *Northern
Isles* (right) left Grimsby
early on January 8 for
Sunderland where she is
to be broken up.

The 692-ton steamer, built
at Selby in 1950, was taken
out of service nearly a year
ago and was subsequently
sold for scrap to the
Rotherham firm of Kitson
Vickers Ltd., together with
four other BUT steamers.

She has been on the verge
of leaving Grimsby for the
last time on a number of oc-
casions, but last minute
hitches held up her depar-
ture.

Northern Isles is the first of
the five vessels sold by BUT
for scrap to actually reach a
breakers yard. She was towed
to the Hudson Dock, *Sunderland*, by the *Newcastle*
tug *Ironside* for Stanley
Ferry Dismantlers Ltd. of
Wakefield which is arranging
the breaking up.

GALES HEM IN SEINER FLEETS

UNPREDICTABLE weather in the North Sea — fine
one day and raked by gales the next — has kept early
seiner sailings down to a minimum at Grimsby. It was
not until the weekend that a trickle of vessels began
sailing with two Allard Hewson seiners, *Beverley* and
Anne Scott, leading the way.

Providing the weather does
not deteriorate again,
Grimsby's six seiner agencies
will all put vessels to sea this
week for, without the attrac-
tion of spratting, there are far
more seiners waiting to get
away than at this stage in re-
cent years.

Meanwhile, *Grimsby's*
small spratting fleet of in-
shore trawlers and pair
vessels continue to run in and
out of Shields. Not a single
sprat had been landed at
Grimsby for fish meal up to
last weekend since before
Christmas. However, the in-
shore trawler *Jitannan*
(Skipper Robert Zeebroek) is
attempting to resurrect the
old "fresh" trade and fish
are being offered to the trade
by *Grimsby* merchants E. A.
Bates.

Director Tom Rutland told
Fishing News they were
hoping the move would be
successful as things were so
"diabolical" just now on the
merchandising side. They were
looking for new ways to help
pay the wages of the firm's.

Added Mr. Rutland: "We
don't want to be missing out
on anything at this time of the

year when things are
so tight. Twenty years ago
to sell quite a lot of
sprats during the winter
Grimsby, but gradually
trade died off as the
sprats went for the trade.

"Now it's all a question
of building up the trade."
This may not be a
major problem as a
delicious little fish, but
whitebait and eaten in
most exclusive restaurants
of young herring
sprats, rather less than
a year old.

Short tri

CREW TROU
resulted in a broken
for the Fleetwood
water trawler
Defence last week.

The vessel left
December 27, but
with just 126 kts
made only a few hauls
west of Scotland.

Later a spokesman
police at Lochmaddy,
Uist, said four men
trawler had been
apprehended before
Sheriff's Court in
Wye. Defence is now
Wye Trawlers Ltd. and
126 kts sold for £250.

£15,000 for bass catch

THE MID-WATER
trawler *Spaen Mor* —
working with two other
boats — set a team record
at Newlyn on Tuesday
when she brought in
1,880 stone of bass which
made over £15,000.

Spaen Mor is owned by
Ronnie Henkin and Ian Dow-
ning. She caught the bass in
Falmouth Bay while out look-
ing for mackerel. Just before
Christmas she had similar
good fortune when she landed
893 stone of bass caught in
the Mounts Bay area.

The proceeds of both
catches have been shared
with the other members of the
team: Bobby Jewell's
Galilean and David
Stephen's *Rose of Sharon*.

Both boats were landing off to
Cornish Fishermen Ltd. of
Falmouth.

1975 was a record-breaking
year for Newlyn, now the top
port in the south-west. The
value of fish sold on the
market was £1,467,088. This
total value exceeds any other
port in the south west and is
even above the trawler port of
Milford Haven.

It was emphasised this
week by Charles Le Grice,
chairman of Newlyn Harbour
Commissioners, that with the
construction of the new jetty
at the harbour this total could
increase even further.

Safety checks extensive

SIR, The article "Safety at
Sea" in the January 2,
1976, issue of *Fishing News*
leads me to comment that
anyone taking a walk
always enjoys it far
better if well informed,
and knows what to look
for and appreciate.

Even walking around a fish
dock has its disadvantages if
the person concerned is ill in-
formed.

Your correspondent Dag
Pike leaves me in certain dif-
ficulty by not naming the port
concerned. Therefore, my
comments must be associated
with trawlers insured by the
U.K. Trawlers Mutual In-
surance Co. Ltd., particularly
in the ports of Fleetwood,
Grimsby and Hull.

In 1957 the Insurance
Company became aware of
the need for the maintenance,
testing and standardisation of
all lifting gear; these stan-
dards were determined and
included in the company
rules. These standards were
based on the Factories Act
Lifting Gear Regulations and
all gear manufactured to
British specifications.

Standard
This means that all lifting

LETTERS

gear is tested before being
issued for service and a test
certificate issued. The gear is
then visually examined
between each trip and, if
repairs are required, the gear
is then re-tested.

In any case, all gear is
removed from the vessel at
the periods laid down in the
standards and repaired and
annealed if required and re-
tested.

Spare of all lifting gear
is carried by every vessel, as it
is in no ones interest to have
gear failures. The company
safety officer investigates spot
checks periodically of lifting
equipment.

Over the years the number
of accidents resulting from
gear failures has steadily
declined and, in fact, ac-
cidents of this kind are
minimal and are not one of
our immediate accident
prevention problems.

It seems strange that Mr.
Pike could only find a
photograph of a lifebuoy of
foreign manufacture and not

readily acceptable by the
Department of Trade.

These items are examined
annually by the Insurance
Company's surveyors and bi-
annually by the DoT sur-
veyors and, because
deterioration on lifebuoys is
very rare and always slow,
defective lifebuoys are almost
non-existent.

Regarding lifejackets, Mr.
Pike again expresses his lack
of knowledge. There are
many different types of life-
jackets approved by the
Department of Trade, in ad-
dition to the standard jacket,
but all types produced con-
form to the requirement of
the SOLAS convention as far
as it is practicable to do so. To
comply with these re-
quirements without resorting
to inflation requires the
jackets to be bulky.

Inflatable lifejackets com-
plying with the DoT and
SOLAS requirements are
available and, if used ex-
clusively on fishing vessels,
standard jackets are not re-
quired to be carried ad-
ditionally. Where fishermen
are exposed to extra risks of
being knocked or dragged
overboard small inflatable

jackets are provided
these jackets do not
the convention,
carried additionally
proved outfit.

As Mr. Pike points
out, very expensive
very, very expensive
not be tested prop-
lifeboat drills and a
to rapid deterioration
carefully looked after.

With regard to life-
equipment, this is not
by the mate and
engineer each trip. The
detection and action
systems are tested
tested weekly. A
has been devised for
recording of gear
amination of gear
These are landed on
port and action
management. The
defects. If any
All life equipment
evoyed annually by
voyors and bi-annually
DoT. The life equip-
out random checks
specifications on all
R. Uley and P. J.
Insurance Co. Ltd.
St. Andrew's Dock

Owners Irish PO to start EEC fish scheme

BORD Iascaigh Mhara
(BIM) is to end its con-
ditions under Loan and
Hire Purchase
Agreements where
owners had to insure
their vessels through the
Board.

From February 20, the
renewal date of the Board's
fleet policy, owners can
arrange their own marine in-
surance. The Board has
retained a number of
provisions:

It will stipulate the value
and risks which must be in-
sured; have its interest en-
dorsed on the policy, of which
it must get a copy.

THE FIRST EEC fish price support scheme
in Southern Ireland is expected to be in
operation by the beginning of February.
The Irish Fish Producers' Organisation,
which was formed last October, will be
operating the scheme.

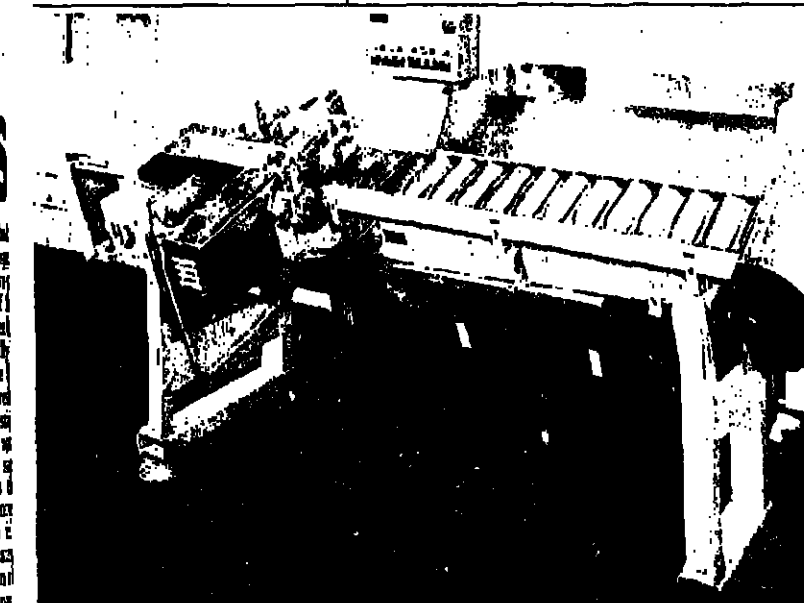
With Skipper Tom Langtry from Cork as
chairman, the PO is now sorting out the
last details prior to becoming operational.

Final arrangements were approved by
the committee just before Christmas and,
according to *Irish Skipper*, meetings are
now taking place with co-operatives and

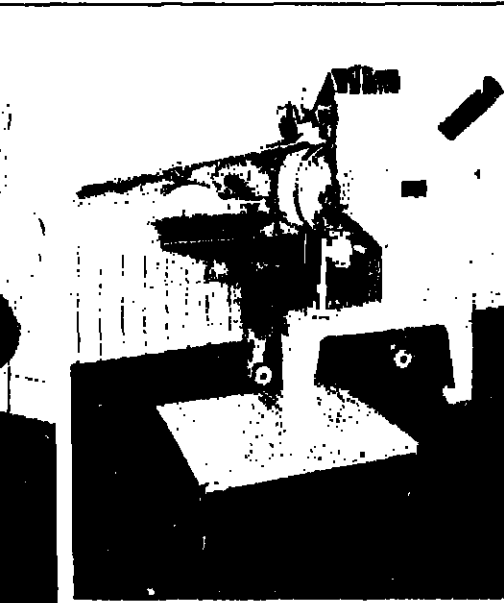
merchants to get marketing arrangements
set up.

Fish processing in Ireland is due to get
a boost from EEC grants. Aid has been
offered from the FEQA fund totalling
£183,592.

The money will be used for the erection
of two fish processing plants, one at
Rosaveal, County Galway, and the other
at Dungloe, County Donegal. Some of the
money will also be used for a plant to
produce beef and fish entrees at Fethard,
County Tipperary.



Above: Areco's CIV deheading unit for small white fish, as incorporated into the Swedish firm's 3500 white fish line.



Above: Areco SFA-4 filleting machine to produce skinless fillets. The machine is manually fed.

WHITE FISH LINE FROM SWEDEN

THE recently-introduced Areco 3500 white fish
line gives processors a system which can convert had-
dock and whiting in the size range 10in. to 18in., and
codling from 10in. to 18in., into high quality products
with little wastage.

The Swedish-made line in-
corporates a new filleting
machine — the SFA-4 —
which is manually fed with
ready gutted and deheaded
fish from a belt infeed system
at rates of 50 to 60 fish per
minute. The fish are held by
the tail and taken past three
sets of knives.

The first set separates the
fillets from the main bone,
cutting the pin bones which
are left in the belly flap. The
second set of knives are con-
trolled by an electronic
measuring system and cut
away the belly flap area, with
the minimum of wastage, ac-
cording to the length of the
fish. The final set of knives
separate the fillet from the
skin.

The skin and frame, still
attached at the tail, leave the
machine via an offal chute
and can be transported to a
bone separator for recovery of
minces from the frame.

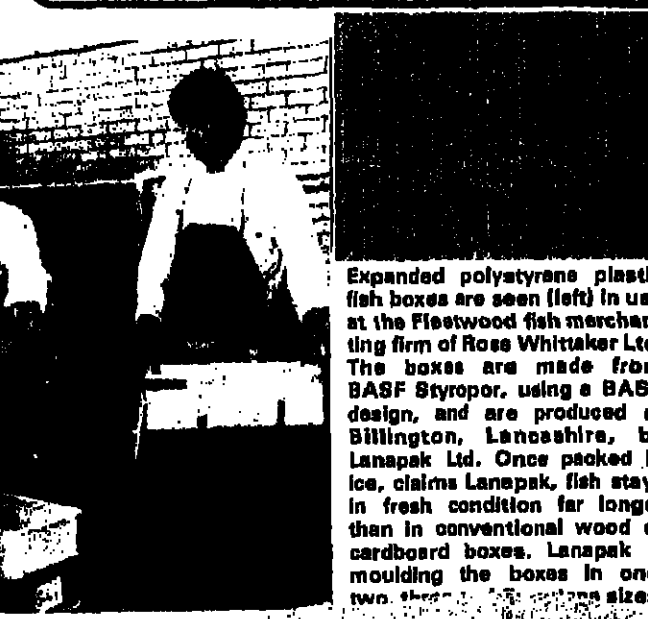
The fillets leave the
machine on two perforated
plastic belts and the belly
flaps are collected at the base
of the machine. They may
also be transported by con-
veyor belts to a bone
separator for pasta recovery.

If required, conventional
single fillets with pin bones,
with or without skin, can also
be produced by a minimum
of alterations in the SFA-4
machine. Also, butterfly
fillets can be produced.

Various heading units may
be incorporated. When using
the CIV head cut-out unit,
which performs an auto-
mated head cut and incor-
porates a head measuring
system, can be used.



Product News



Expanded polystyrene plastic
fish boxes are seen (left) in use
at the Fleetwood fish merchan-
tising firm of Ross Whitaker Ltd.
The boxes are made from
BASF Styropor, using a BASF
design, and are produced at
Billington, Lancashire, by
Lanapak Ltd. Once packed in
ice, claims Lanapak, fish stays
in fresh condition far longer
than in conventional wood or
cardboard boxes. Lanapak is
moulding the boxes in one
size, 12in. x 12in. x 12in.

GRP

You've read the
opinions of the experts
— but what does
the fisherman think...

25/10/75

Dear Sirs

Due to the reaction in 'Fishing News' of late regarding your article
about GRP hulls, I thought I should drop you a line as I am very
interested in this subject.

I am a very proud owner of one of your hulls — namely the
"WAKEFUL" FD 294, one of your "Tyler-Watson" 37's.

I would just like to say that I am delighted with the quality and
finish of my hull and her handling characteristics at sea. Both
whether running light or loaded, she leaves very little to be desired.
Her sea keeping qualities are excellent. I have had her now for a
full 12 months now fishing, she shows no signs of any wear at all,
only the usual occasional scratch which is nothing.

She has fished the full range of last year's lobster season and the
full trawling season last winter, and this summer, the full mackerel
and lobster season and is now trawling again for the winter.

I have yet to meet anyone who does not like her and my list of
visitors to view her is endless — including visitors from as far as
Ireland and Hong Kong.

Because of her layout she is most easily adaptable to all my fishing
needs and she works hard every day and earns her money well.

In my mind, she is the finest hull in her class produced in this
country, and answer 'yes' with pride when someone asks 'is this
a Tyler hull?'

I would recommend anyone to buy your hull and also to have it
fitted out by the Cardiff Boat Building Co. Ltd. as she is a credit
to them, as they fitted out the hull, as well as your advice.

Yours sincerely
Peter L. Lewis

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Purser fast away to the grounds

AFTER a brief appearance at Fraserburgh late last year, Scotland's new 86 ft purse seiner *Julie Anne* was quickly away to the west coast herring grounds following her delivery trip from Holland.

She was completed by the Maaskant yard, at Bruinisse in the south of Holland, for Alex West and James Watt both of Gardentown and Joseph Alexander of Macduff. Formerly in command of the purse seiner *Heritage*, Alex West has taken over *Julie Anne* and the two vessels are working together.

Main dimensions of *Julie Anne* are: registered length 79.7 ft, breadth 25.6 ft and depth 13.5 ft.

For fishing equipment includes a Bjorshol type 504/300/2B hydraulic Triplox winch and Bjorshol TRH 70 transport roller. Topping winch, derrick winch, windlass and 14 in. fish pump are by Karmoy.

The fish hold is divided into two sections for preserving the catch in boxes or in refrigerated sea water.

Main power is supplied by a Lister Blackstone ETSL8 diesel engine of 850 hp at 1500 rpm, turning a Liasen CG 54/450 controllable pitch propeller. Brunvoll SPO 180 hp side thrusters are fitted to bow and stern.

Auxiliary power is provided by a Ford 2713E diesel engine of 50 hp at 1500 rpm turning a Stamford 50 KVA, 220/380 V generator and a type 2704 ET Ford engine of 90 hp at 1500 rpm coupled to an 80 kVA generator.

Fuel and fresh water capacities are 40,500 litres and 8,500 litres respectively. Accommodation is provided for a crew of 12 men, with separate cabins for the skipper and engineer.

Fish finding equipment aboard *Julie Anne* includes Elac Midloder with LAZ 44 Loderscope and an Elac Synchro combination of LAZ 17 recorder, LAZ 61 fishplate and LSE 23 ER 07 transducer. The vessel carries Decca RM 914 and Furuno FR5 24 radars and there is a Decca Arkas auto pilot, type 450 M.

Communications equipment includes 'Sailor' radio-telephone and VHF. Durascan eight-channel automatic and selection scanning VHF receiver and Mermaid-23 watchkeeping receiver.

Steering gear is the electro-hydraulic type I-130 TC-2 ESC-415 kby Tenford and there is an emergency tiller below deck operated by rope and pulleys.



Julie Anne is commanded by the former skipper of the purser *Heritage*, Alex West.

Seahouses stern fisher

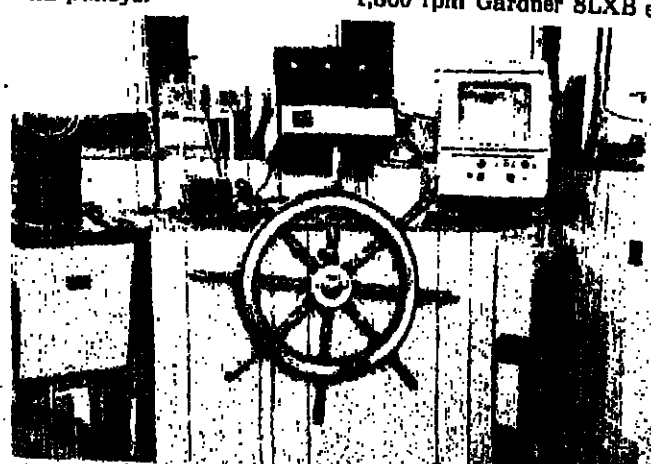
NOW BASED at Seahouses is a new 38ft. stern trawler built at the Dawson Brothers yard for local owner J. Douglas, formerly a crew member of *Sovereign*.

Named *Respect*, she is constructed of larch on oak and has accommodation for a crew of four. Her wheelhouse equipment includes a Henry Browns Sestral compass, Kodan echo sounder and radar.

Designed by J. H. Hardman of Scarborough, *Respect* is powered by a 162hp at 1,300 rpm Gardner 8LXB engine driving a

52in. four-blade propeller through a Twin Disc 3:1 reduction gearbox. *Respect* achieved a maximum speed of nine knots on trials. She is fitted with a hydraulic North Sea trawl winch and a steel stern gantry. *Respect* is a big boat for her length and has a light ship displacement of 28.5 tons and a ten-ton fish hold. Stability is to IMCO recommendations — and she was handed over by the yard last month.

The Dawson Brothers yard is now building a coble for Craster and has a further order for a 37ft. potter/trawler for a local owner.



Above: Kodan fish finder (right) in the wheelhouse of the 38ft stern trawler *Respect*. Right: her working deck.



Left: Kelvin Stringer, at the wheel. Above: the 65-footer in dock at Grimsby. Right: hullies. Far right: seagull's eye view of *Beverley*.

FIRST IS PROVE BEVERLEY

RECENTLY completed by the Lynaes Baader-vaert A/S boatyard at Hundested, Denmark, was the dual-purpose vessel *Beverley* (GY 324) for Grimsby owners and agents, Allard Hewson and Co. Ltd.

Built of oak-on-oak to traditional Danish seiner lines, *Beverley* can easily convert to trawling and is nearly identical to sister-ship, *Veralla* (GY 300), built in 1974. This vessel completed a highly satisfactory first year of anchor seining during 1975 for Allard Hewson.

Beverley is commanded by John Stringer, one of Allard Hewson's top skippers, and he is expecting some good performances from her in 1976. She arrived late in last year's seining season, but in three trips did enough to suggest she will be among the purmakers this year.

With a cruiser stern and raked stem, *Beverley* has a registered tonnage under Part IV of 46.75 tons and the following dimensions: length overall, 65.3 ft.; registered length, 61.4 ft.; beam, 18.8 ft.; and depth, 9.0 ft. She is powered by an electric-start Kelvin TA 8 main diesel engine developing 280 bhp at 1,200 rpm, which

drives a bed VP propeller. Kelvin TA 8 reverse main drive to gearbox of 9.4 knots.

At the fore main engine powers a 16hp power pack machinery in a self-locking GFG gearbox. A central drive to a 16hp pump for the lower seined stepped-up to Transmofit alternators and starboard into their central control panel to 24 volt.

Pulley

The starboard winch drive is by a crank and y arrangement. Vickers belt pack, belt drive, is of shaft, is of operating by independent control by a rope in the wheel. For a 16hp at 1,500 rpm another 16hp

alternator and a Deami bilge and general service pump. aft. on the port quarter, are four 12 volt batteries in two banks for engine starting and lighting, etc. All the electrical installations throughout and switchboards are by Egon Nielsen of Hundested.

The engine room is ventilated by Midtlyns intake and extract fans and other installations include a CO₂ alarm-fire-fighting system and a Reflex oil-fired boiler for centrally heating the deckhouse. Four fuel tanks carry 2,000 gallons.

The fishroom, insulated on the hullheads only, is forward of the engine room and equipped with aluminium pound boards and six fixed pine partitions, on each side of the central gangway, fitted into galvanised steel stanchions.

Hold capacity is about 600 kits of white fish and the hold is served by a single galvanised steel hatch and nine industrial fishing scuttles set in the white seamy decking.

Crew accommodation is for four, a messroom and galley being situated in the bows. The well-appointed cabin is heated by a Reflex stove and fitted with a 'Sailor' R108 receiver, wheelhouse to cabin intercom and a pitched skylight/escape hatch with

wooden coamings.

The galley, to the fore side, is equipped with two Neptun gas rings, Radford oven and Supa Swift gas detector by Tannoy. In the forepeak are freshwater tanks holding 300 gallons.

On deck, to port, are Gretna Stunt Machine rope drums (two forward and one aft); each has a capacity of 16 coils of 19mm seine rope and is controlled from the wheelhouse. Athwartships, in front of the wheelhouse, is a 40FK friction drive Norlin winch, with twin anchor chain drums to starboard and, stepped to a king post at the rear of the deckhouse, is a Hydrina KB — 04 net hauler on a single-roach jib with local controls on the starboard engine room casing.

All metalwork above deck level, including pound board stanchions, gilson and fabricated masts, is of galvanised steel. There is one Fanburg manual pumping point located to starboard — between the winch and engine room casing and next to a Dan hydraulic sludge pump.

The deckhouse, of marine plywood on oak frames, is steel braced. Situated over the engine room casing, it comprises of wheelhouse with skipper's berth cum chart-room and a w.c. unit with en-

try aft. The instrumentation is neatly mounted across the front of the wheelhouse, with the Decca watch alarm and the Crona rope drum console at the starboard side.

The main units are: Decca RM 914 radar, Morse engine controls, Decca rudder indicator, Iver C. Wellbach compass, Decca 350 auto-pilot, Decca tiller control.

Kelvin dashboard and Decca Mk.21 Navigator. Steering is hydraulic by Tenford and, at the rear of the wheelhouse, is a Simrad EL echo sounder. Also after a 'Sailor' RT 143 vhf and a National VN-481 internal intercom system.

'Sailor' T122 and R105 receiver-transmitters are fitted in the spacious skipper's cabin and chartroom, which is also equipped with a 'Sailor' R108 receiver.

A Noack searchlight is mounted on the wheelhouse roof and the decks are illuminated by GEC lights.

Looking back on Compass House



by DAVE HAWLEY

LAST MONTH, as the old year died, the telephones fell silent at the fish firm of Compass House in Grimsby.

Staff members cleared their desks for the last time, collected their redundancy money, and took their various skills in the processing and selling of fish and frozen foods out into a labour market as depressed as the occasion.

To a staffer of yesteryear like myself, there was a special poignancy in seeing the old firm bite the dust. Because, in its heyday, the company had been fun — sometimes uproarious fun — to work for. Fun? I can almost see a momentary look of puzzlement on the face of Mr. Fred Smith, founder of Compass House, as he reads that last sentence.

Fred Smith built Compass House as Harold Ross built *The New Yorker*, from a mere idea into an off-beat though highly successful paper; and to me the parallel between these two brilliant men is irresistible.

Harold Ross was probably the most serious and humourless editor ever to create one of the funniest magazines the world has ever known — and spent much of his time lamenting the levity of his talented but feckless staff of writers and cartoonists.

James Thurber immortalised him in his book *The Years With Ross*. Somebody, someday, ought to write *The Years With Fred*. Not that Fred Smith could be accused of lacking a sense of humour.

As I knew him in those days, something was indisputably funny, he would laugh. Full stop. For it was never a lingering laugh. Any kind of lingering was anathema to him.

So, having laughed, he would resume the running of Compass House with a single-minded seriousness that was a constant source of wonderment to the facetiously inclined, though highly competent, sales team that he gathered around him.

My first encounter with him was somewhat daunting. It took place shortly after I had been taken on the payroll.

One day, whilst checking stocks of some commodity in the cold store, I was called urgently to the telephone and dashed into the sales office just as Fred was dashing out of it. We met head on.

Fred Smith is a big man and, although the violent collision knocked the breath out of both of us, I think I had the worst of it. I wheeled an apology, but he waved me wordlessly on to the telephone with a gesture that said: "Never keep a customer waiting."

He looked up from his papers as I entered and regarded me benignly: "Sometimes as I walk through that sales office and see how people move around, I wonder whether it's populated by salesmen or zombies," he said.

"It was gratifying just now to realise that there's somebody on the staff who can move briskly. Keep it up. Keep it up!"

There I must leave Fred Smith, but to write about Compass House and leave him out would be like writing about Morecambe without Wise.

Compass House was rather more than just a successful Grimsby firm — it was a firm with style. That was why it was fun to work there. And the style came from the top.

From Fred, Shrewd, able, unpredictable, demanding, colourful — always a bit larger than life, and any industry is the better for men of his stamp.

There came a day when he moved on. By this time the firm had been acquired by the London group of Sale Tilney and Fred's son, John, had taken over as managing director. Under the impetus of his genial, forceful personality, the firm maintained its momentum and expanded and diversified from buying and selling into manufacturing.

Then in 1970, without warning for those of us affected, around half the salaried staff was made redundant, myself included. The cause was never made clear to us but certainly something, somewhere, had gone badly wrong.

A somewhat leaner Compass House pulled itself together again and traded on. Then, one year ago, there followed a second and more serious convulsion. John

Smith departed and, when the dust had settled, a management team emerged headed by Alf Carr, formerly the company's purchasing and dealing manager. Compass House survived through 1975 and then, at the year's end, went into voluntary liquidation.

How did it happen? Alf Carr smiled wryly as he told me: "We were up against a combination of long-term contractual overheads and the deepening general trade recession. We decided at the beginning of 1975 to take a final gamble."

"If the year brought an upturn in general trading conditions, we would win through. If it brought a further downturn, we would lose out. We lost out."

He went on: "We could still have survived, on the fish side alone, with a 50 per cent redundancy in the workforce. But the union and workforce would not accept this. So we had no alternative but to close down completely, whilst still being able to meet our commitments to employees and creditors in full."

But a vestige of Compass House will remain. Alf Carr is taking over the trading name of one of its early subsidiaries — the Medina Fish Co. Ltd. — and will be operating from the Compass House building, at least for the time being.



The Compass House building has been taken over by former manager, Alf Carr, who is now trading as the Medina Fish Co. Ltd.

LETTERS

Modern factory for boat moulder

SIR, As reported in *Fishing News*, December 19, 1975, there was an explosion in the heating plant which services the boat builders Versatility Workboats of Rye at Rye Yacht Centre.

The fire following the explosion destroyed the entire factory area and severely damaged my residence.

I would like to advise readers of *Fishing News* that factory space nearby has been acquired so that new boat construction can continue until a new factory is built at Rye Yacht Centre.

The new building will be much larger than the old one and is designed to meet and exceed the requirements laid down by the various bodies and authorities concerned with the construction of GRP workboats. It will, in fact, be the most modern factory of its type in the country.

Anyone requiring further information on the capabilities of this company is asked to make direct contact with this office.

M. J. HAYNES,
Rye Yacht Centre,
Rye, Sussex.

● A full report on *Lady Irene*, a new boat for Keyhaven based on the Versatility 30 hull, will appear in *Fishing News* soon.—Ed.

THE Norway lobster goes under many names but its scientific name is "*Nephrops norvegicus*." It is also known as the Dublin Bay prawn and more simply (but less correctly) as the "prawn."

The shelled tail meats are known as "scampi", from the Italian "scampo", and this is the name usually used for this delicious shellfish on restaurant menus and in deep-freeze shops.

The Norway lobster is found in the North Sea, the north-east Atlantic and the Mediterranean: it is fished commercially in an area which extends from North Africa to the northern coast of Norway, Iceland, Britain, France, Denmark and Italy are the principal catching countries.

Catches have increased tremendously in the last decade to meet rising demands. In 1974, landings of Norway lobsters by British vessels were valued at over £4 million. In that year it was the most valuable shellfish landed in Scotland, where over 90 per cent of the British catch is taken.

Principal British fishing grounds are off the east and west coasts of Scotland, in the Farnes Deep area off the Northumberland coast and in the Irish Sea. Most of the catch is taken in specially designed light trawls, while the rest is taken as a by-catch during trawling and seining for white fish.

A few are caught in a unique fishery off the west coast of Scotland, where baited traps are used.

The Norway lobster lives only on a muddy sea bottom, at depths below 20 fathoms and going down to 120 fathoms. It makes deep

shell fish chat

leaving only the unshelled tails to be landed.

The greater part of the British catch is sold as frozen, uncooked, shelled meats. On the Continent, Norway lobsters are almost always sold whole, either raw or cooked.

Rock lobster research in New Zealand.

I have been reading a report about studies on the western rock lobster caught in the Pacific.

Like all crustaceans, these lobsters have to cast their shells to grow. Therefore, any mark or tag attached to the shell is lost during moulting. Scientists from the New Zealand Fisheries Research Division overcame this problem by developing a tag which cannot be lost when the lobster casts its shell. These tags are inserted in the back muscle, between the carapace and the first segment of the tail, using a special hollow, sharpened blade.

Using this tag, the growth and survival of tagged and untagged rock lobsters can now be compared in aquaria and in extensive field trials being carried out at Otago Bay, on the west coast of New Zealand. The scientists pay a dollar for each tagged lobster returned, plus the market value of the fish.

I rang up the Fisheries Laboratory at Burnham and I was told that our scientists are already using a similar tag on the European lobster. This is being used to collect data on the increase in size of the tagged lobster after each moult, the number of times it moults each year and whether it moves from one ground to another.

This work has been confined so far to the Selsey, Sussex, area where there is an important local lobster fishery, but plans are in hand for a large-scale experiment this year off the north-east coast. Useful work — I look forward to seeing the results!

Lobster "Keep" boxes. It is not always possible to sell your lobsters on the same day that they are caught. Sometimes it is necessary to hold back a consignment of lobsters, at weekends for instance.

The usual practice is for

the fisherman to keep his catch in floating boxes, or to tie up the "eyes" of a spare pot and keep the catch in that.

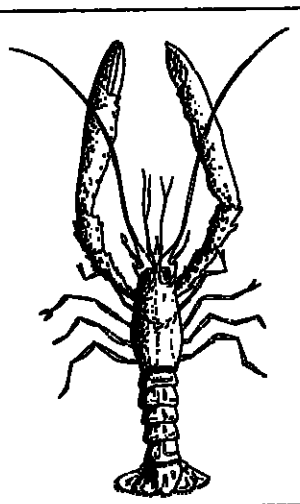
In my area we tend to pack our lobsters into the fish boxes used to send them away and leave them moored in the sea.

Having found lobsters dead on a few occasions, I realised that there was very little exchange of water inside the box and they were not suitable for storage — especially if the lobsters were tightly packed, ready for transit.

I'd like to bring your attention to a most useful leaflet, *Handling Lobsters and Crabs*, written by H. J. Thomas of the Marine Laboratory, Aberdeen. Dr. Thomas recommends the use of a special floating box made of wood.

You can find full construction details in the leaflet for this raft which can hold 100 lobsters in a single layer for up to three weeks, or will accommodate 300 lobsters overnight. The leaflet recommends methods of packing for transit and considers methods for storing crabs.

I agree with Dr. Thomas when he advises that it is not really worth the trouble of storing crabs. It can be done, of course, but crabs tend to fight unless the claws are "nicked" and they do not seem to survive well after this treatment.



Norway lobster (*Nephrops norvegicus*).

Norway sets up 'cod fund'

A TEMPORARY 'cod fund' is being set up in Norway under a new government support agreement to help the industry through 1976.

The 'cod fund' is in addition to the government giving £30m in direct subsidies and £11m in loans to the industry this year.

Difficulties caused by decreasing export sales, increased costs and other problems have prompted the Government to take these active steps.

Measures to be financed with these funds include income subsidies covering the first five months of 1976, and social payments and cost support throughout the year.

The new 'cod fund' will be similar to the existing herring fund and is being financed with a loan of almost £1m. This fund is intended to provide temporary export credits for cod which,

together with £15m which will be used in other sectors of the fishing industry, also maintain cod returns at a cent level.

A permanent fund for products and processing is also receiving active attention. Further particulars will be announced shortly.

A spokesman for the Norwegian Union of Fishermen has expressed the hope that better marketing conditions will prevail in 1976 and so substantial reductions in the subsidy.

Recent statistics show that Norwegian fishermen had an average net income of £16.4 per week over the previous year, an increase of 16.4 per cent. Norway was about average during the same period.

About 85 per cent of the income of the average fisherman is derived from fishing, less than two-thirds from farming or forestry, nearly 15 per cent from income sources.

These figures were issued by the Norwegian Directorate of Fisheries.

85-year fishing career. Alec Smith, who was skipper until he retired four years ago, said: "She must have been built with excellent, well-seasoned timber — jarch plank on oak beams — and has been well maintained ever since. It's a mighty hard job even yet to hammer a nail into her wood."

Skipper Smith, who sailed on *Fortuna* from the age of 13, says the sturdy 43-footer is every bit as strong as the day she was built.

The leaflet shows a diagram of a lobster's claw disarmed by means of a small wooden plug. This method is widely used in Canada and the States, but I hope no British fisherman will use this method. Rubber bands are cheap to buy and easier to use! The leaflet can be obtained free from the Marine Laboratory, P.O. Box 10, Aberdeen.

Escallops and queens. What's the difference between escallops and queens? They are closely related, but are different in both size and shape.

The queen scallop is generally smaller than the escallop; queens are rarely larger than 3½ in. across the shell, while commercial escallops are usually around 4½-5 in.

Both of the shells of the queen are rounded, while the escallop has a flat "top" and a rounded "bottom" shell. Queens lie on the seabed and are not tucked into shallow hole like the escallop.

Both the queen and the escallop have rings on the shell. These are the animals' birth certificate and make it possible to tell the scallops age at glance.

These rings form at the edge of the shell when growth slows down each winter. Most escallops of about 10 shell-size will have four or five rings, making them four or five years old.

I saw a note in a newspaper the other day about a big escallop caught off the west coast of Ireland. This scall had a shell width of 8 in. It was estimated that it is about ten years old.

The rings on queen scallops are not as well defined but doesn't seem, from what I know, that they live longer than six years. The market of a commercial catch of queens are about 3-4 years age.

The popularity of king scallops and escallops is increasing in this country but most of the present crop is exported abroad — mainly to the United States.

I know from experience they are cooked with a delicious sauce they are very good eat.

Merits of a steel boat

"NEXT YEAR, when we have completed our service in the Royal Navy, a colleague and I intend to buy a boat and go inshore fishing."

"We have read about the advantages of buying a glassfibre hull and having it completed to suit our own requirements, but we think a steel boat might suit us best."

"It would help us to make up our minds if you would tell us what you consider to be the advantages and disadvantages of a steel boat, and where we could get full particulars of a 30-40 ft. standard boat."

One of the primary advantages of a steel hull is that it is so strong in itself that it does not require much internal structural support. This means that its price is comparatively low.

MARINE MAGNET

IF YOU have ever lost a bunch of keys overboard or wasted time searching for a spring or a spanner in the bilgewater, you may be interested in a new type of magnet produced for marine use.

Known as the Sea-Searcher, it consists of a ferrite block sandwiched between two plates of mild steel — a new technique which gives it a lifting power equivalent to much heavier, more expensive, magnets of conventional design.

It measures 4½ x 3 x 1½ in. and weighs 2½ lb. It is fitted with a keeper-bar to control its field of effect, when not in use, and with a nylon thimble to attach a one inch circumference line. It is charged at 30,000 amps and the manufacturers guarantee that it will never lose any power.

When I was sent one for testing, I thought it might be suitable for locating lost metal lobster pots and creels, anchors and sunk moorings etc., in addition to other small metal articles lost overboard.

However, I doubt whether you would be able to recover anything weighing more than a few pounds with it, as it is only a fluke if it attaches itself to a suitable surface near the point of balance.

According to the manufacturers, it will lift a 100 lb. block of mild steel. And if attached to the base of a creel, like the Inshore Fishing Gear Company's 16 lb. all-steel unit, it will lift it easily in air.

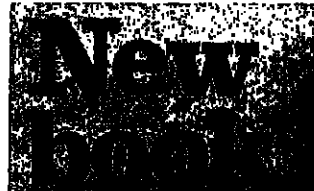
But if you try to recover such a creel with it, and it attaches itself to one of the creel's 5/16 in. steel bows, it won't lift it in water, let alone in air.

You can find sunken mooring chains or metal mooring clumps with it, but you can't lift them; you will have to use a grapple or creeper to do so. The manufacturers intend to produce a Searcher with six times the power of the present model and they anticipate that it will be able to lift small to medium size chain and, of course, pots and

creels with metal frames.

The ceramic core in the new model will be encased in a tough moulded plastic sleeve which will make it more shockproof than the currently used epoxy resin bonding. The model could, therefore, be a valuable tool for recovering lost gear.

Full particulars of current and planned versions of the Sea-Searcher are obtainable from Nauticall, Riverbank House, Russell Road, Shepperton, Middlesex.



IF YOU want to be a chief engineer of a deep-sea trawler, a book recently issued by Thomas Reed Publications may be of use to you.

It is the 12th volume in Reed's Practical Mathematics Series and is called *Motor Engineering Knowledge for Marine Engineers*.

Written by Extra First Class Engineer Thomas D. Morton C.Eng., F.I.Mar.E., its purpose is to assist students to obtain DTI Certificates of Competency in Motor Engineering Knowledge.

Subjects covered include basic cycles, indicator diagrams, starting and reversing systems, cylinders, pistons, crankshafts and deflections, medium speed diesel engines, governors, control, waste heat systems and crankcase explosions.

The work is lavishly illustrated with diagrams and contains examination-type questions at the end of each chapter, as well as a set of miscellaneous questions at the end.

It is obtainable from nautical book and chart sellers, or direct from Thomas Reed Publications Ltd., 36 Cock Lane, London EC1A 9BY — price £4.80.

Sea laws

"IS IT possible to obtain a book containing the laws of the sea which affect fishermen — one with the regulations about registering boats and mesh sizes of nets which can be used for different methods of fishing?"

"If there is, I should be grateful if you will tell me where I can get a copy."

I don't think there is a single volume which contains all the laws and bye-laws of British fisheries.

The laws are laid down in a number of separate publications, such as the Merchant Shipping Act 1894, the Sea Fisheries Act 1968, the Sea Fish Industry Act 1970 and a number of Statutory Instruments.

A list of these publications is issued from time to time by Her Majesty's Stationery Of-

John Burgess' Log



ice. It is called *Government Publications — Fisheries — Sectional List No. 23* and you can get a copy from HMSO, P.O. Box 569, London SE1 9NH, or through your local bookseller.

The list contains not only particulars of Acts of Parliament which affect British fishermen and fisheries, but particulars of International Agreements that affect them.

When you have seen it, I doubt whether you will want

to obtain a complete set of the publications in it. There are too many of them and some are unlikely to be of any practical use to you.

For practical purposes, I think that the extracts from the regulations published in *Ocean's Almanack* are likely to contain most of the information you want.

It is now published by Pearce Publications Ltd., Airport House, Purley Way, Croydon, Surrey.

All the way with DECCA

MAJESTIC, the second of four steel seiner-trawlers, was built by Bideford Shipyard (1973) Ltd, Devon, for Bogg Holdings of Bridlington.

She is a multi-purpose fishing vessel similar in design to modern Scottish vessels with all-welded hull, raked stern and cruiser stern.

Her bridge electronic equipment includes Decca Navigator Mk 21 with 350T Track Plotter, Decca Pilot type 350 with Watch Alarm linked to a Tenford hydraulic steering gear, Decca RM 914 radar and Simrad EQ Sounder and C1 Scope.



The Decca Navigator Company Limited
9 Albert Embankment London SE1 7BW

ANNOUNCEMENT

The Aberdeen International Fisheries Exhibition



The Organisers of the ABERDEEN INTERNATIONAL FISHERIES EXHIBITION warmly welcome the total support and co-operation it is receiving from both commercial companies and Organisations in the fishing industry both at home and abroad.

There is no doubt that the ABERDEEN INTERNATIONAL FISHERIES EXHIBITION will be an unqualified success and companies wishing to reserve the remaining available space should contact the Organisers.

Further information from the organisers:
Eagle Exhibition Consultants Ltd.,
16-17 Bride Lane, Fleet Street,
London EC4A 3ES,
United Kingdom.
Tel. 01-353-1000. Telex 21488.

He now takes over full responsibility of the twine and fishing net divisions.

